



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: S02-II-V2

June 5, 2003

GENERAL LOCATION: South of Vienna Transit Station Area, west of Hunters Branch, north of Route 29.

SUPERVISOR DISTRICT: Providence

PLANNING AREA: II

PLANNING DISTRICT: Vienna


SUB-DISTRICT DESIGNATION:
Vienna Transit Station Area

PARCEL LOCATION: 48-1 ((1)) 90 (portion), 91, 91A, 91B, 92, 93, 95; ((6)) 5, 6, 7, 7A, 7B, 8A, 8B, 9-13, 33-37; 48-2 ((24)) 38B, 39-42; 48-3 ((1)) 55; ((5)) 1A, 1B, 2-4, 14-22; 48-4 ((7)) 23-32, 43-54, 56-60, 61A, 62-69

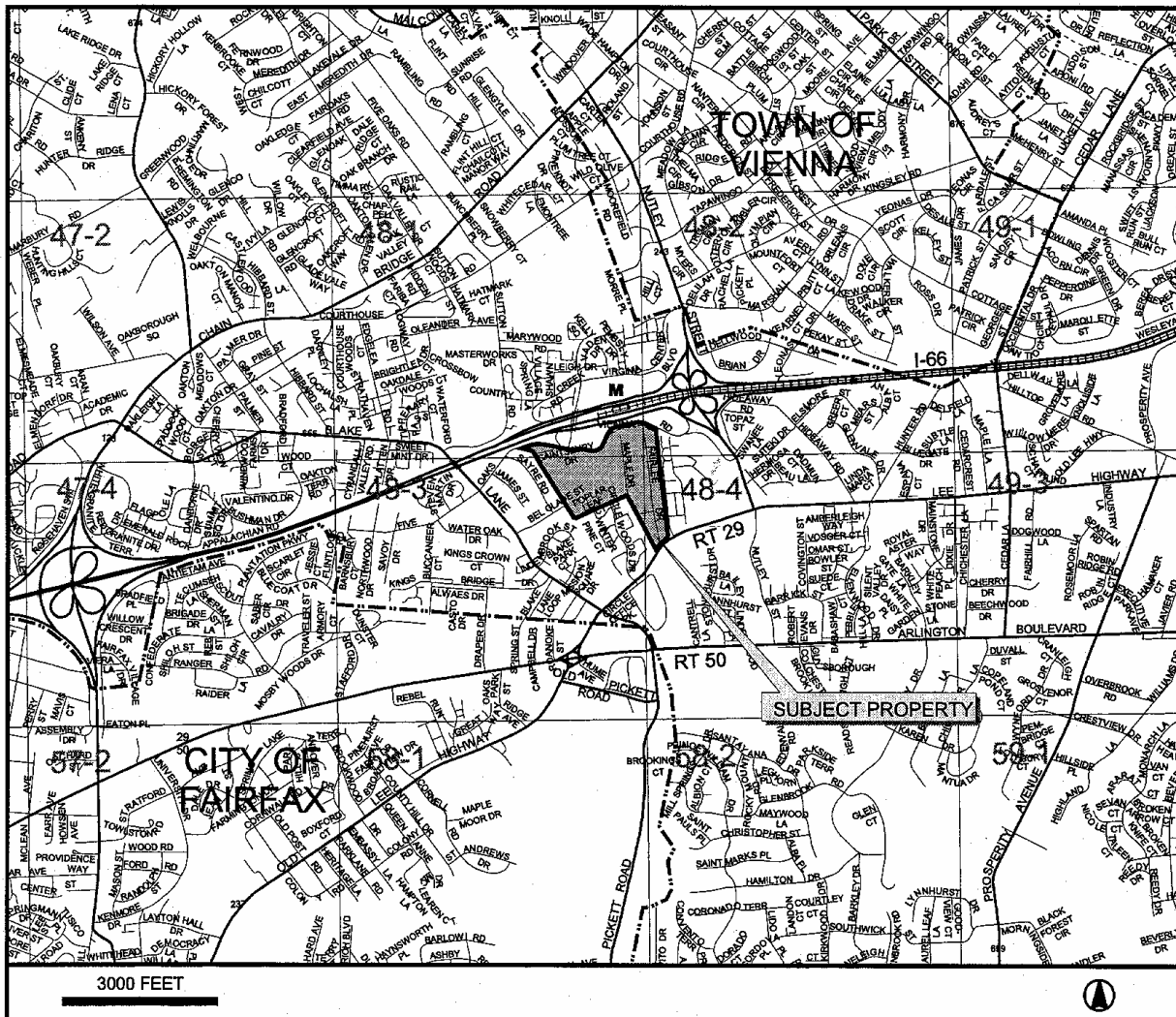
PLANNING COMMISSION PUBLIC HEARING:
Wednesday, June 25, 2003 @ 8:15 P.M.

BOARD OF SUPERVISORS PUBLIC HEARING:
Monday, July 21, 2003 @ 4:00 P.M.

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**

 Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.

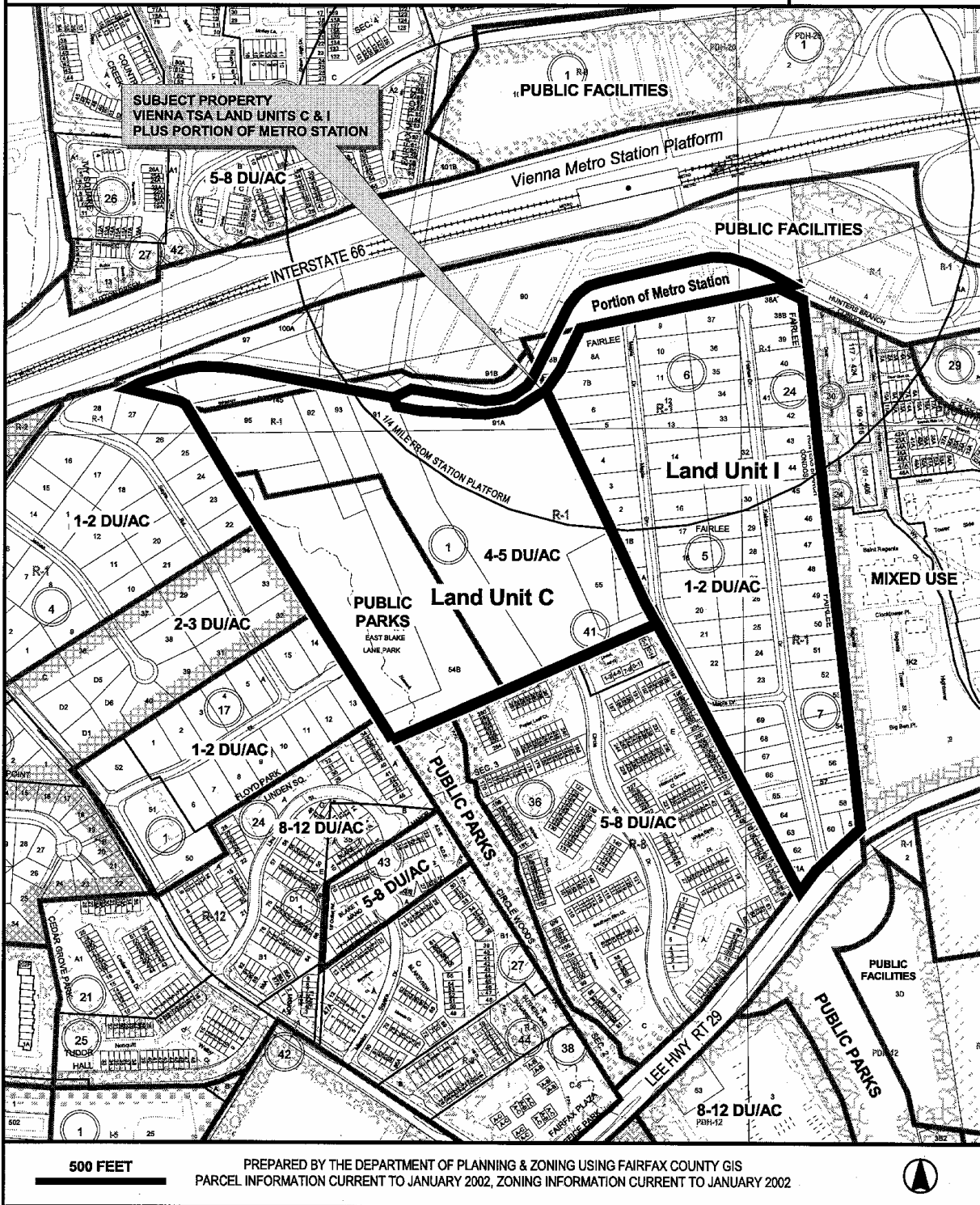
For additional information about this amendment call (703) 324-1210.



CURRENT PLAN

DETAILED PARCEL LOCATION MAP FOR SUBJECT PROPERTIES AND
ADOPTED PLAN MAP RECOMMENDATIONS FOR ADJACENT AREAS.

ITEM: S02-II-V2
June 5, 2003



STAFF REPORT FOR OUT-OF-TURN PLAN AMENDMENT S02-II-V2

BACKGROUND

On October 28, 2002, the Board of Supervisors authorized Out-of-Turn Plan Amendment (OTPA) S02-II-V2 to consider proposed changes to the Comprehensive Plan for Land Units C and I of the Vienna Transit Station Area. Land Unit I and a portion of Land Unit C were part of Area Plan Review (APR) Item 01-II-4V which requested residential use at 30 dwelling units per acre (du/ac) or a mix of residential and office use at 1.1 FAR. Based on concerns relating to transportation and the degree of land consolidation, the nomination was denied by the Planning Commission. Since then, all of Land Unit I and a significant portion of Land Unit C have been consolidated. The property owners are prepared to proceed with a consolidated development plan that will help ensure coordinated redevelopment of the area and provide the opportunity to construct as part of the redevelopment a four-lane road connecting Route 29 to the Vaden Drive Bridge over I-66 as recommended by the Plan.

On April 7th, 2003, the Board of Supervisors authorized the inclusion of property that is bounded by the Fairlee subdivision and Land Unit C on the south and the Vienna-Fairfax-GMU Metro station access road on the north. This property currently provides a buffer between these properties and the Vienna Transit Station and is mostly owned by Washington Metro Area Transit Authority (WMATA).

CHARACTER OF THE AREA

The subject property is part of the Vienna Transit Station Area which encompasses the Metro station and surrounding areas. The Vienna Transit Station Area has developed with a mix of residential densities ranging from 8 du/ac to over 30 du/ac. Circle Woods for example, located to the west and south of the subject property, has a density of 8.5 du/ac. Virginia Center, located on the north side of the transit station, is approved for 30 du/ac but has a much higher effective density because the density calculation includes the storm water management pond and road dedication.

The subject property consists primarily of Land Units C and I of the Vienna Transit Station Area. Land Units C and I are located south of the Vienna Metro station, west of Hunters Branch, north of Route 29 and east of the Poplar Terrace subdivision. In addition, the subject property includes the portion of the property mostly owned by WMATA that is located between the transit station access road and Land Units C and I.

Land Unit I encompasses the Fairlee subdivision, consists of approximately 30 acres and is zoned R-1. The subdivision includes approximately 65 single family homes that were generally built in the late 1940s and early 1950s. Most of the homes tend to be considerably smaller in size than new construction. In January 2002, the average assessed value of each lot and house was approximately \$200,000. Land Unit C consists primarily of an area known as the Sweeny tract and East Blake Lane Park and is approximately 35 acres in size and zoned R-1. A portion

of the Sweeny tract is used for temporary Metro parking. In addition, approximately 5 acres of Land Unit C have been rezoned for 115 multifamily residential units that are restricted to persons 55 years of age and older. The remainder of the property is vacant.

The portion of WMATA's property associated with the Vienna-Fairfax-GMU Metro Station that is south of Saintsbury Drive is included in this OTPA. The property includes Tax Map 48-1((1)) 90, part, 91B, part, 49-1((6)) 7A, 8B, part and Commonwealth of Virginia, no parcel number assigned. This property is approximately 2.75 acres and currently provides a small parking area and a buffer between the Fairlee subdivision and the Vienna Transit Station.

Adjacent Land Use:

North: To the north of the subject area is the Vienna-Fairfax-GMU Metro Station.

East: To the east is Land Unit A of the Vienna Transit Station Area, which is planned and developed with a mix of multi-family residential units and office use up to .5 FAR, and is zoned PDC. This land unit is currently approved for 1.2 million square feet of office space and 350 dwelling units. The approved residential density for this land unit is 33 du/ac. There are provisions for converting office use to multi-family residential use at a square foot ratio of 1:1.

West and South: To the west and south of the subject property is Land Unit B of the Vienna Transit Station Area. Land Unit B, which is comprised entirely of the Circle Woods townhouses, is planned for residential use at 5-8 du/ac and is zoned R-8. The Poplar Terrace and Floyd Park subdivisions complete the western boundary of the subject property. These subdivisions are planned and developed with residential use at 1-2 du/ac and are zoned R-1 and R-2. Route 29 forms the southern boundary of Land Unit I.

ADOPTED COMPREHENSIVE PLAN

The Comprehensive Plan has not changed for Land Units C and I since 1991. At that time, it was envisioned that the Fairlee neighborhood (Land Unit I) would at some point redevelop, but until that time, development within the Fairlee neighborhood should remain at 1-2 du/ac, and no redevelopment should occur unless there was full consolidation of the neighborhood. Land Unit C, which includes East Blake Lane Park, had not developed and was planned for a residential density of 4-5 du/ac. Plan options were structured to encourage consolidation 1) within each of the land units or 2) of the land units together. These options provide a range of residential densities of 5-8 du/ac to 16-20 du/ac depending on the degree of consolidation achieved. In addition to consolidation, the major conditions for redevelopment is the construction of a road that would provide access between the Metro and Route 29 and the buffering of adjacent residential areas and park land.

Excerpts of the Comprehensive Plan text for Land Units C and I are included in Attachment I. There is no specific Plan text guidance for the Metro station property, which is shown on the Comprehensive Plan map as planned for public facilities use. In addition, Policy Plan guidance used in the analysis of this proposed amendment is included in Attachment II.

PLANNING HISTORY

The current Plan text for the subject property resulted from the major Plan Review process and was adopted in 1991. No changes were proposed for this area in the 1994, 1997 or 1998 APR processes or as an Out-of-Turn Plan Amendment during that time frame.

In 2001, APR nomination 01-II-4V requested consideration of residential/mixed use development at up to 30 du/ac or 1.1 FAR, with consolidation language to be modified to reflect guidance for neighborhood consolidation in the Policy Plan. The effect of this change would be to reduce the consolidation requirement from 100 percent of the land area to a minimum of 75 percent. The nomination encompassed the Fairlee subdivision and one adjacent parcel in Land Unit C. The nomination was denied by the Planning Commission because the proposed consolidation was not of a size sufficient to address transportation impacts and achieve high quality design.

ANALYSIS AND FINDINGS

As noted in the “Background” section of this report, in 2001, APR Item 01-II-4V requested that the Plan be changed to allow residential use at 30 du/ac or a mix of residential/office use at up to 1.1 FAR. The Planning Commission denied that nomination primarily because of concerns relating to transportation and the lack of full consolidation. Since then, all of Land Unit I and a significant portion of Land Unit C have been consolidated and the property owners are prepared to proceed with a consolidated development plan that will provide a four-lane road connecting Route 29 to the Vaden Drive Bridge over I-66 as recommended by the Comprehensive Plan. The developers/owners of the subject property would like consideration of a higher residential density as well as the flexibility to include office and retail uses as a component of mixed-use. They have provided staff with two draft development concepts. The first concept is at an intensity of 1.30 FAR and shows predominately residential use with 2145 units and a small amount of retail use. The second concept is at a 1.40 FAR and depicts residential use with 2129 units and approximately 300,000 square feet of office and retail. The proposed residential development shown on each concept includes a mix of single family attached and multifamily units. Attachment III is a reduction of the first concept and is generally illustrative of both of the developer’s concepts.

A total of four land use scenarios are provided in this report. Staff used the two draft concepts provided by the developer/owner of the subject property to develop land use Scenarios 1 and 2. Additionally, staff developed two other alternative land use scenarios – Scenarios 3 and 4 - to test the impact of other land use mixes. These two scenarios add the 2.75 acres of WMATA property and therefore have a slightly higher overall development potential. Table 1 summarizes development potential under the current Plan and the four alternative scenarios. The current Plan and the scenarios are summarized as follows:

- **Current Plan – Base** level for Land Units C and I: Reflects 65 existing single family homes in Land Unit I and the 115 age-restricted, multi-family units currently under construction in Land Unit C. It also assumes 90 additional single family attached units (townhouses), which is the maximum that could develop on the remainder of Land Unit C at the base level of the Plan.

- ***Current Plan – Option*** with full consolidation of Land Units C and I: Reflects the maximum development potential under the current Plan, which is a total of 1,105 units. Of the 1,105 units, 115 are the age-restricted, multi-family units currently under construction and the remaining 990 units are assumed to be a mix of single family attached or garden style multifamily units.
- ***Scenario 1 – Residential (developer/owner's concept)***: Reflects a primarily residential concept with 2,145 units and 25,000 square feet of ancillary retail use. Based on information from the developer on unit size, this is an intensity of approximately 1.30 FAR. The residential mix is 23 percent single family attached units, 27 percent garden style multifamily units and 50 percent mid and hi-rise multifamily units. Attachment III is illustrative of the general concept.
- ***Scenario 2 – Mixed use/residential (developer/owner's concept)***: Reflects a residential mixed-use concept with 2,129 units and 300,000 square feet of office and retail use. Based on information from the developer on unit size, this is an intensity of approximately 1.40 FAR. The residential mix is 27 percent single family attached units, 24 percent garden style multifamily units and 49 percent mid and hi-rise multifamily units. Attachment III is illustrative of the general concept.
- ***Scenario 3 – Mixed use/residential at 40 du/ac alternate residential mix***: Residential mixed-use concept with 2,255 units and 316,000 square feet of office and retail use. Based on information from the developer on unit size, this is an intensity of approximately 1.35 FAR. The residential mix reduces the proportion of townhouses to 10 percent, and increase garden style multifamily units to 30 percent and mid and hi-rise multifamily units to 60 percent.

This scenario includes the 2.75 acres of WMATA property located between Fairlee subdivision and the Metro access road which increases the overall development potential accordingly. This increased development potential is accounted for in the number of units and square footage above. Attachment IV is illustrative of the general concept.

- ***Scenario 4 – Mixed use/residential at 30 du/ac alternate residential mix***: Residential mixed-use concept with 1,685 units and 316,000 square feet of office and retail use. Based on information from the developer on unit size, this is an intensity of approximately 1.05 FAR. Similar to Alternative 3, the residential mix is 10 percent single family attached units, 30 percent garden style multifamily units and 60 percent mid and hi-rise multifamily units.

This scenario includes the 2.75 acres of WMATA property located between Fairlee subdivision and the Metro access road which increases the overall development potential accordingly. This increased development potential is accounted for in the number of units and square footage above. Attachment IV is illustrative of the general concept.

Using the four alternative land use scenarios, staff evaluated positive and negative aspects of each based on density, mix of uses, transit-oriented design, transportation improvements and public facility impacts. As part of the evaluation, the following questions were asked:

Table 1: Land Units C & I of the Vienna Transit Station Area (excluding Saintsbury Development and the Park) Comparison of the Current Plan to Potential Development Scenarios

	Single Family	Age restricted	Town homes	Stacked TH Multi-Family	Multi-Family 4 Story	Multi-Family Mid/Hi-Rise	Total Residential	Office	Ancillary Retail
Current Plan – Base <i>Approved SE: Saintsbury LLC</i>	65	115	90				310		-
Current Plan –Option with full consolidation of Land Units C and I at 16 and 20 du/ac respectively. <i>Approved SE: Saintsbury LLC</i>		115	400		590		<u>990</u> 1105		-
Scenario 1: (Provided by Pulte Homes) Residential at 1.30 FAR with 2145 units. – mix & # of units based on development plan (dated Dec. 3, 2002) provided by developer <i>Approved SE: Saintsbury LLC</i>		115	300	195	580	1070	2145 <u>115</u> 2260	-0-	25,000
Scenario 2: (Provided by Pulte Homes) Residential mixed use at 1.40 FAR with 2129 units – mix & # of units based on development plan (dated Feb. 19, 2003) provided by developer <i>Approved SE: Saintsbury LLC</i>		115	290	276	516	1046	2129 <u>115</u> 2244	275,000	20,000
Scenario 3: Residential mixed use at 1.35 FAR with 2255 units – Alternate Mix of units <i>Approved SE: Saintsbury LLC</i> Sub-total: Addition of WMATA’s 2.75: Acres – north of Fairlee Total:		115		215 11	645 33	1285 66	2145 <u>115</u> 2260 <u>110</u> 2370	275,000 <u>15,000</u> 290,000	25,000 <u>1,000</u> 26,000
Scenario 4: Residential mixed use at 1.05 FAR with 1685 units - based on mix of Scenario 3 <i>Approved SE: Saintsbury LLC</i> Sub-total: Addition of WMATA’s 2.75: Acres – north of Fairlee Total:		115		160 8	480 26	960 51	1600 <u>115</u> 1715 <u>85</u> 1800	275,000 <u>15,000</u> 290,000	25,000 <u>1,000</u> 26,000

Notes:

1. Acreage of development options = 53.2 acres, based on tabulation provided by developer. Estimate 35 acres in Land Unit I (includes existing ROW) and 18.2 acres in Land Unit C.
2. Land Unit C also encompasses Saintsbury LLC rezoning: age restricted housing (4.75 acres, 22.01 du/ac with multiplier, 114 units with 17 ADUs) and East Blake Park (approximately 12 acres).
3. Scenario 1: Amount of non-residential use, not provided by the developer.
4. Scenario 3: Analysis 40 du/ac with different residential mix: 60 percent mid-& hi-rise, 30 percent 4 story and 10 percent stacked townhouses.
5. Scenario 4: Analyses same mix as Scenario 3 but at 30 du/ac.

- What is the ***appropriate density*** in terms of transit-oriented development and in terms of compatibility with the adjacent Hunters Branch and Circle Woods neighborhoods?
- Should there be a ***mix of uses*** such as residential, retail, office, support office, day care, and public facilities?
- What type of transit-***oriented design*** would best promote transit usage?
- What ***transportation improvements*** are needed to provide adequate capacity to serve the proposed development as well as to increase accessibility to the Metro station?
- What are the ***public facilities impacts*** of the proposed development and what is needed to mitigate these impacts?

Appropriate Density: According to the Concept for Future Development and Land Use Classification, the planning for Transit Station Areas (TSAs) should:

- Maximize the development opportunities associated with rapid rail stations;
- Allow a mixture of residential, office, and retail uses and provide opportunities for joint public-private development within these areas; and
- Have potential intensity ranges of .30-1.00 FAR and potential residential density ranges from 8-45 du/ac.

In implementing the Plan's recommendations at Transit Station Areas, high density residential use has been approved within approximately one-fourth of a mile of the Metro stations, either as residential projects or as components of mixed use projects at Vienna and other Metro stations. Examples of approved transit-oriented development include:

- Dunn Loring Marriott/LCOR was approved at an intensity of 2.25 FAR that includes hi-rise multifamily use and a hotel.
- Springfield Metro Center I is a mixed use development approved for a residential component at a density of 30 du/ac and a hotel. The development has an overall intensity of 1.0 FAR.
- J & K LCOR Westmoreland House at Huntington is approved for multifamily residential development at 3.0 FAR in a building that is 150 feet in height. A townhouse development was approved at a density of 13.22 du/ac immediately adjacent, forming a transition between the hi-rise building and the adjacent residential neighborhood that is zoned R-8.
- Pavilion Condominiums at West Falls Church is developed at a density of 30 du/ac.
- Virginia Center at Vienna is approved for 550 multifamily units at a density of 30 du/ac but has a higher effective density of approximately 53 du/ac when the regional storm water pond

is excluded from the density calculation.

The four alternative land use scenarios analyzed by staff for the subject area range from an intensity of 1.05 FAR to 1.40 FAR, with the number of residential units ranging from 1,700 to 2,300 units, which generally translates to residential densities between 30 to 40 dwelling units per acre. Based on densities recently approved in transit station areas and the guidance provided by both the Policy Plan and the Concept for Future Development, densities of 30 to 40 du/ac would be appropriate at a transit station and would be consistent with densities approved at other stations if the highest density is limited to the area that is within one-fourth mile of the station's platform. This is generally accepted as the area where there is the greatest likelihood that people will walk to the station.

With higher density residential development proposed adjacent to existing lower density residential areas, compatibility with existing neighborhoods needs to be addressed. One way this issue can be addressed is for new development immediately adjacent to these neighborhoods to have a similar character and appearance, thereby creating a transition in density. Effective transitions from the higher density uses can be achieved through locating buildings similar in density to the adjacent property at the periphery, tapering building heights, and/or buffering new development.

To achieve effective transitions from higher density residential use in Land Units C and I, the proposed development should have the highest densities near the Metro station, with development immediately adjacent to Hunters Branch and Circle Woods having a character and appearance similar to those neighborhoods. To further achieve an effective transition between the proposed development and existing development, the current Plan calls for: "Substantial, usable open space including a 50-foot buffer to adjacent development," In addition to a transitioning of density, staff supports retaining and enhancing language that would create a buffer and useable open space as part of any proposed development.

The development concept plans used as the basis for Scenarios 1 and 2 shows a transition in density from the north to the south, with the high density multifamily in the area to the north, adjacent to the Metro property. The concept plans show single family attached residential units to the south and west adjacent to Circle Woods, which is planned and developed with single family attached units at a density of 8.5 du/ac. The concepts also show 4-story multifamily units along the eastern boundary adjacent to Hunters Branch. Hunters Branch is planned for mixed use with residential use at 20-30 du/ac and the area of Hunters Branch adjacent to Fairlee is developed with 4-story multifamily units. The concept plans do not show delineated buffers, as recommended in the current Comprehensive Plan text, adjacent to existing development – i.e., adjacent to Hunters Branch and Circle Woods. Staff believes that such a buffer is appropriate and could be incorporated without adversely affecting the design of the potential development. Specifically, in Scenarios 3 and 4, the residential unit mix suggested is one of fewer townhouses and more mid and hi-rise units, which are less land intensive, providing more opportunity for transition areas and open useable open space and provide more housing opportunities within reasonable walking distance of the metro.

Mix of Uses: According to the Concept for Future Development and Land Use Classification, the planning for Transit Station Areas should provide for the following:

- Mixed-use projects, wherein a variety of uses (e.g., residential, retail and office) are located in the same building or in very close proximity to one another, should be encouraged as the predominant type of development in TSAs.
- Office employment and retail land use components should be balanced, to the extent possible, with the provision of appropriate housing opportunities.
- Residential land uses in TSAs generally should be located in close proximity to employment uses.

A mix of land uses adjacent to Metro stations is desirable, especially within the one-fourth mile walk from the station. Typically a mix of uses provides an opportunity for people to live near their place of employment and make convenient use of services that are within walking distance. An office component at this location could provide potential for reverse commuting. In addition, services such as dry cleaners, hair saloons, coffee shop/deli, grocery store, day care, restaurants, office supply stores and/or a health clubs/spas would be available to not only the residents of the new development, but also to the office workers, commuters and the surrounding community.

Scenarios 2, 3 and 4 show a mixed use component of approximately 300,000 to 316,000 square feet of office and retail use in addition to approximately 1,700 to 2,300 residential units. Scenario 1 is predominately residential with a small amount of retail, and therefore offers the least benefit in terms of a mix of uses.

Transit-Oriented Design: High intensity development in TSAs provides greater land use and transportation efficiency. As a result, within these areas development is often characterized by a more urban form. An environment such as this is created through mixed-use development which typically includes residential, office and retail uses in buildings located close to the roadways as well as oriented towards the Metro station. Ideally, these communities provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity. Locating multi-story buildings closer to the roadway and to the Metro station means that most off-street parking is placed behind or beneath the buildings in structures. Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system and does not create pedestrian barriers. The Concept for Future Development and Land Use Classification for Transit Station Areas also encourages:

- Open space and outdoor facilities for the use of commuters, employees and residents of TSAs.
- Commercial development that incorporates outdoor facilities such as plazas, mini-parks, other urban parks, and terraces into site design. These areas should be available to the public.
- Including convenience and pedestrian-oriented retail as an ancillary use in office buildings.

Scenarios 1 and 2 are illustrated by a graphic that is included as Attachment III. The graphic depicts predominately a residential development, which due to the number of townhouses and lack of office and retail uses, is less urban in character. For Scenario 2, an office component could be located in the northern portion of the site along with hi-rise residential buildings. The office component could be designed in a manner that invites pedestrian access through the building to the Vienna Metro and could include a plaza that would serve as a focal point of the new development. The retail component in this concept would be integrated in the hi-rise buildings and with streetscape becomes an integral part of the pedestrian experience that connects to the office use and creates a mini-main street.

In Scenario 2, a more urban environment with better pedestrian connections would be created. Despite the more urban form, there are issues which diminish the transit orientation of the development. For example, the parking structures are shown located close to the Metro station, which is contrary to using the areas most proximate to the station for pedestrian friendly development. In addition, the urban character is weakened due to the number of townhouses, which are land consumptive. By decreasing the number of townhouse units and increasing the height of multifamily buildings internal to the site, the development would become more urban in character and more land would be available for open space, parks, and other site amenities. This more urban form is reflected in the residential unit mix proposed in Scenarios 3 and 4. Scenarios 3 and 4 also include the 2.75 acres of WMATA property that is immediately north of Land Unit I and south of the Metro access road. The inclusion of this property is highly desirable because it provides an opportunity for any proposed development to be more transit-oriented and to provide pedestrian access almost directly to the Metro platform.

Affordable Dwelling Units: Affordable housing is a critical need in Fairfax County. The County addresses the provision of affordable dwelling units in both the Comprehensive Plan and the Zoning Ordinance as shown in Attachment II.

The Housing element of the Policy Plan states as a goal that at least 12 percent of the new housing stock each year should be affordable. The provision of affordable housing on-site is further addressed by Policy Plan guidance that indicates when communities such as Fairlee redevelop existing affordable housing should be replaced. The Fairlee neighborhood consists of 65 units which are older, smaller homes with an average appraised value of approximately \$200,000 per unit in January 2002. In staff's view, the 65 existing affordable units should, at a minimum, be replaced with any redevelopment of the Fairlee neighborhood.

The Affordable Dwelling Unit (ADU) provision of the County's Zoning Ordinance which applies to single family residential units (both attached and detached), non-elevator residential building up to 4 stories, and certain types of 4 to 5 story residential buildings with elevators requires that new development must provide affordable dwelling units that range from 5 percent to 12.5 percent of the total units based on unit type. However, because the ADU ordinance does not generally apply to residential buildings of six or more stories due in part to the type of construction, a significant portion of the development proposed at Fairlee would not be subject to the ordinance.

Throughout the County, the provision of affordable dwelling units is extremely important, and when creating new residential communities close in proximity to transit station areas, the provision of affordable dwelling units is even more important. While progress has been made in producing affordable units over the years, according to the Department of Housing and Community Development (HCD), a considerable number of rental units affordable to households with incomes up to 70 percent of the Metropolitan Statistical Area median income were lost between 1997 and 2002 due to the expiration of programs supporting these units, further demonstrating the need for additional affordable dwelling units.

Under the current Plan's full consolidation option for Land Units C and I, approximately 1,000 units could be developed. The maximum development potential being considered as part of this Plan Amendment is 2,300 units, or 1,300 units above the current Plan maximum potential and approximately 2,200 units above the existing zoning which is R-1. The increased density being proposed takes advantage of this opportunity to promote transit-oriented development and provides a significant incentive for the construction of affordable units in excess of the ADU Zoning Ordinance provisions. Increasing the supply of affordable units in mixed-use transit-oriented locations also provides opportunities for people with moderate incomes to live near or more easily commute to jobs. Staff is recommending that as a condition for achieving the optional level of development, 6.25 percent of the total number of units should be affordable as defined by the ADU ordinance. Affordable housing equal to 6.25 percent represents a balance between the Policy Plan's 12 percent goal, the objective to replace existing affordable units and the ADU ordinances requirements which range from zero to 12.5 percent, dependent upon unit type. Therefore, the importance of providing affordable housing as part of this redevelopment at the Vienna Transit Station Area is such that any residential development should be supported only if affordable housing of at least 6.25 percent is provided, which would result in approximately 140 units of affordable housing.

Transportation: The Vienna TSA is one of several designated mixed use centers planned around the Metro stations currently located in Fairfax County. These Metro stations provide an opportunity for non-automobile dependent development to occur in a manner that is both compatible with adjacent neighborhoods and land uses, and in keeping with stated County land use and transportation policy. It is in the County's and region's interest to optimize development opportunities in these areas, in order to provide better living and employment opportunities for residents, as well as to reduce vehicle-miles-traveled and improve air quality in the region. The proposed plan amendment, if properly implemented to create a development oriented to the Metro station, can serve to further the goals and objectives of the County's Comprehensive Plan.

Mixed use development at Metro stations provides an opportunity for development to occur that is less automobile dependent. For example, residential use in this area is estimated to achieve a 33 percent reduction in vehicular trips due to Metro use.

Access to Metro: In order to promote usage of the metro over automobiles, convenient vehicular and pedestrian access should be provided to the Metro station. The new roadway recommended in the current Plan to connect the Metro access road at its intersection with Vaden Drive should be built as a 4-lane divided facility with boulevard or median treatment to provide safe refuge for pedestrian crossings and sidewalks/trails should be constructed on both sides of the street. To

encourage and facilitate transit usage by residents, direct walkways should be provided from the development connecting through the Metro property to the station entrance. Pedestrian access to and from Circle Woods and Hunters Branch also should be provided.

Trip Generation: Table 2 provides a summary of the trip generation analysis prepared for the proposed plan amendment. The first two land use assumptions shown provide estimates of traffic generated under existing conditions and the current plan (optional level of development permitted with full consolidation). The remaining land use assumptions present four scenarios for development of the site. Scenario #1 represents the developer's original proposal (based on the development plan dated December 3, 2002). Scenarios #2 – 4 represent different mixes of residential units on the site with up to 316,000 sq. ft. of office and support retail assumed. Scenarios 3 and 4 include the 2.75 acres of WMATA property (see Table 1).

In all cases, the housing units approved under the Saintsbury LLC special exception (SE 2002-PR-016) are incorporated into the analysis, so that a complete picture of trips generated in Land Units C & I is presented.

It is important to note here the methodology employed for estimating these levels of trip generation. First, standard suburban trip generation rates from the Institute of Traffic Engineers (ITE) Trip Generation report, 6th Edition, 1997, were employed to provide a “first cut” analysis of traffic generated by the site. These numbers were then adjusted to reflect the reductions in traffic expected due to the proximity of the site to the Vienna Metro station. The retail numbers were also adjusted (reduced) to account for “pass-by” traffic, i.e., trips to/from the site that are attracted from the passing stream of traffic, but do not reflect “new” trips on the roadway system. After these adjustments were made, the resulting adjusted trip generation reflecting an estimate of traffic expected to be generated by the site under these conditions, for each of the land use scenarios was entered on Table 2.

The adjustment factors utilized are based on surveys of transit usage and retail trips taken in the Washington, DC metropolitan area.

The table shows that under the development scenarios, the daily traffic generated by the site would increase substantially when compared to the current Plan's guidance for development with full consolidation. Given the residential character of the proposed development, traffic flows would be predominantly outbound from the site in the morning and inbound in the evening for Scenario 1. Scenarios 2, 3 and 4, which have an office component, perform approximately equally in terms of the peak hour trip generation. With the mix of uses proposed, traffic flows in and out are about evenly balanced in these three scenarios, thus better utilizing the capacity of the transportation system.

Table 2: Trip Generation for Vienna Transit Station Area Land Units C and I (1)					
		A.M. Peak Hour		P.M. Peak Hour	
Land Use	Daily	In	Out	In	Out
Existing Conditions	2,250	35	100	110	65
Current Plan	5,425	70	215	220	135
Scenario 1	9,440	140	440	425	270
Scenario 2	12,260	480	460	490	585
Scenario 3	12,100	505	435	455	600
Scenario 4	10,065	470	345	360	540
Note 1: All rates utilized are from the Institute of Transportation Engineers (ITE) Trip Generation Report, 6 th edition, 1997, with the exception of the townhouse rates, which are based on surveys conducted by the Fairfax County Department of Transportation. Adjustment factors applied to the ITE rates: transit - 33 percent residential and 8.5 percent office; retail pass-by 50 percent.					

Road Improvements: The current Plan guidance for Land Units C and I requires construction of a new road through the site in conjunction with consolidation and redevelopment of the property. The Public Facilities Manual requires a four-lane divided roadway once traffic volumes exceed 5,500 vehicles per day. In addition to the estimated site volumes from Table 2, the new roadway would be expected to divert a portion of the traffic generated by the Vienna Transit Station and surrounding development that approaches the area via Lee Highway and Nutley Street from the south. These “through” volumes, combined with the site-generated traffic, will require a 4-lane roadway through the property. A 4-lane roadway traversing the site can adequately accommodate the estimated traffic under any of the scenarios.

As discussed above, this roadway should interconnect the Metro access road at the intersection of Vaden Drive with Lee Highway. Based on the projected traffic volumes, and in order to facilitate safe pedestrian crossings, the road should be a 4-lane divided facility. With its proximity to Metro, sidewalks/trails should be provided on both sides of the road. Traffic calming features, such as a roundabout or raised crosswalks, could be designed into the new road in order to lower speeds on the facility and better direct traffic to the new development area.

Appropriate intersection modifications, installation of traffic signals, and other operational improvements shall be determined based on analysis prepared in conjunction with submission of the rezoning application and should be in conformance with applicable Virginia Department of Transportation warrants and requirements.

The inclusion of the 2.75 acres of WMATA property that is immediately north of Land Unit I and south of the Metro access road provides an opportunity for any proposed development to be more transit-oriented and to provide pedestrian access almost directly to the Metro platform. Non-residential development such as office should be provided vehicular access to and from Saintsbury Drive.

Metro Replacement Parking: Estimates of projected 20-year parking demands at the Vienna Metro station indicate a shortfall of several thousand spaces, especially since Vienna will remain as the end-of-the-line station for some time in the future. Currently the Sweeney tract provides 650 temporary spaces for Metro parking, which will be eliminated with the development of this

property. Due to the need to maintain and increase Metro parking levels, arrangements for maintaining or replacing this parking on a temporary basis during development of this property should be explored with the developer/owner.

Public Facilities Impacts: Other public facilities include schools, parks, library, water, sewer and fire and rescue.

Schools: Scenarios 1, 2 and 3 are close in the number of residential units, ranging between 2129 to 2255 units. Using the Fairfax County Public Schools student generation rates, Scenario 1 would generate approximately 325 students, Scenario 2 approximately 330 students, and Scenario 3, approximately 260 students. The difference between Scenarios 1, 2 and 3 is the unit mix. In terms of unit types, Scenario 3 has more multi-family units and no traditional townhouses. This change in housing mix generates approximately 25 percent fewer students. Scenario 4 has a similar unit mix as Scenario 3 but has 1685 residential units which would generate approximately 196 students. The current Plan's option with full consolidation would generate approximately 209 students.

The schools that currently serve the Fairlee neighborhood are Mosby Woods Elementary School, Jackson Middle School and Oakton High School. Mosby Woods Elementary School is currently slightly under capacity. However the school is recommended to house a new Gifted and Talented Program that will add approximately 100 additional students in the 2007 school year. The School Board's adopted Capital Improvements Program (CIP) includes a ten-classroom modular addition to accommodate the additional students. Enrollment at Luther Jackson Middle School currently exceeds capacity by more than 150 students and is projected to exceed capacity by over 250 students in the 2007 school year. The CIP includes a 10-classroom addition to Luther Jackson that will increase capacity by approximately 300 students. Enrollment at Oakton High is slightly below capacity but is projected to exceed capacity by 70 students in the 2007 school year. At present there are no plans to increase the capacity of Oakton High School.

Table 3: Projected Student Generation Chart				
Scenarios	Townhouses – detached	Townhouses-stacked & gardens	Multi-family condo & hi-rise	Total
Current Plan-option	149	60	-	209
Scenario 1	112	104	109	325
Scenario 2	108	116	107	331
Scenario 3	-	121	139	260
Scenario 4	-	93	103	196
Rates: Detached townhouses - Townhouse ratios (.372 total); Stacked townhouses - Garden Apartment ratios (.227 total); Multi-family condo and mid-rise - Hi-rise ratios (.102 total)				

Parks: There is currently a deficiency of community park facilities in this service area. Specific Plan text for Land Unit C states that Parcels 92, 93 and 95 should be dedicated to the Park Authority if the options recommended in the Plan are exercised. These parcels have recently been approved for age-restricted housing under the current Plan and are therefore no longer available for parkland. The fact that these parcels were not consolidated as part of this proposal

does not alleviate the need for dedication of a community park. Community parks are generally at least 10 acres in size, located in proximity to several residential communities and include active recreation facilities such as athletic fields. A community park should be incorporated into the development to mitigate the impacts on park and recreation facility service levels. Active recreation facilities appropriate for community parks include facilities such as athletic fields, courts, picnic shelters, parking and restrooms. Urban park elements are also appropriate to complement this centrally located, transit-oriented development. Urban park elements may include seating areas, attractive gathering spaces, public plazas, water features, special landscaping using trellises and pergolas, a clock tower and special signage. Urban park features should be oriented toward the Metro station and accessible to commuters as well as residents.

An addition of 1,700 to 2,300 units will further exacerbate the service level deficiencies in these facilities. Developer-provided recreation facilities and open spaces will help mitigate these impacts, but will not fully meet the demand created by the additional residents for a community park and the types of facilities usually provided. Therefore any redevelopment option should also address these types of impacts.

To facilitate transit usage, a cohesive, integrated pedestrian and trail network should be incorporated throughout the development and to surrounding pedestrian and trail networks.

Libraries: Any of the development options could have some impact on the existing Patrick Henry Community Library in the Town of Vienna which is heavily used and has limited building and parking space. However, the new Oakton Community Library to be located near Route 123 and Hunter Mill Road, will have adequate space to serve this area under any of the development options when built.

Water: The City of Falls Church provides public water service to this area of the County. Once the existing water system is looped from the Metro access road and through the adjacent Saintsbury Plaza property, adequate water service including fire flow should be available. At worst case, an existing water vault in Route 29 just east of Blake Lane may need to be upgraded.

Sewer: Existing sanitary sewer facilities can handle the additional proposed development under any of the development options.

Fire and Rescue: No issues were identified.

Storm Water Management/Environmental Assessment: The entire area of this proposed development drains to a small stream called Hatmark Branch, which is part of the Accotink Creek watershed. Based on the review of recent applications within this watershed, the bed and banks of Hatmark Branch have been degraded as a result of undetained runoff from the surrounding area. In order to mitigate existing degradation and impacts from this development, storm water management (SWM) facilities would need to be adequately sized and must be located entirely outside of the environmental quality corridor (EQC) and resource protection areas (RPA). The Residential Development Criteria requires that adequate outfall be provided for new residential development, while the Public Facilities Manual provides a specific definition for what is adequate outfall. However, meeting the minimum standards may not address issues

related to the stream which is already degraded. The proposed development provides an opportunity to improve the quality of Hatmark Branch through some level of restoration, which may include bed and bank stabilization, reforestation and possibly the creation of wetlands. More specific recommendations regarding water quality management and restoration efforts would be made at the time the development plan is reviewed.

RECOMMENDATION

Staff evaluated the four development scenarios based on the desire to foster “transit-oriented” development, provide effective transitions to existing communities, and to minimize impacts on transportation and other public facilities. Staff concluded that in order to best meet these objectives related to “transit-oriented” development, the Plan needed to provide a minimum and maximum intensity which results in intensity range of 1.05 FAR to 1.35 FAR, as reflected in Scenarios 3 and 4. Scenario 3 provides for approximately 2,300 residential units, with 60 percent of the units hi-rise (defined as 6 stories and above), 30 percent mid-rise (defined as 4 to 6 stories), and 10 percent as single family attached or low-rise (defined as 3 to 4 stories), with 10 percent to 15 percent of the total FAR for office and retail use. Scenario 4 assumes the same mix but at a 1.05 FAR, resulting in approximately 1,700 units.

The transportation system benefits from the mix of uses because trips inbound and outbound are more evenly balanced. With respect to the residential unit type, staff recommends maximizing multi-family units because multifamily units are less land consumptive than townhouse style development, thus offering more potential for useable open space. Additionally, fewer students are generated by mid and hi-rise multifamily units, thus lessening the impact to schools.

Therefore, staff recommends that the Comprehensive Plan for Land Units C and I of the Vienna Transit Station Area be changed to recommend an option for mixed use at intensity up to 1.35 FAR to include residential use with an office and retail component that is 10 to 15 percent of the total development. To create an urban transit-oriented development, the 2.75 acres of WMATA property that is immediately north of the current Land Unit I and south of the Metro access road should be consolidated with the redevelopment area. In addition, residential use should be predominately mid- and hi-rise structures with the highest density building located closest to the station. The provision of affordable housing at this location is important and should be a condition for redevelopment. A 1.35 FAR will result in approximately 2,300 units, which is more than double what is permitted under the current Plan. It is staff’s intent that the 2,300 units are inclusive of affordable dwelling units and any bonus that may be associated with the provision of these units.

Parking should generally be located in well landscaped structures or underneath the buildings. To mitigate recreation impacts, a community park of at least 5 acres should be provided on-site. Consolidation, design, open space and pedestrian circulation should be appropriately addressed to ensure the creation of a viable transit-oriented development. The goal of the development is to achieve a sense of place through quality design that integrates architectural and landscape features, and is pedestrian friendly.

Due to the identified need to maintain and increase parking serving the Vienna Metro station, arrangements should be explored with the developer of the property to extend the provision of temporary parking on the site during development of the property. Temporary parking serving the station could be provided on surface lots on the site as the development is built out. Provision of such parking will help alleviate shortfalls in the interim period while funding is sought for construction of additional permanent parking and/or provision of improved feeder transit service to the station.

RECOMMENDED PLAN TEXT

REPLACE:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Pages 18 – 23 as follows:

“Land Unit C

This land unit of approximately 35 acres is planned for residential development at 1-2 dwelling units per acre and a public park. Parcels 48-1((1)) 92, 93 and 95 have developed under the Plan with age-restricted, multi-family residential use. East Blake Lane Park is located on parcels 48-3((1)) 54A and 54B and is planned to remain a public park. Within the Vienna Transit Station Area, this land unit offers the highest potential for significant heritage resources. This area should be subject to a thorough heritage resource survey before development, with preservation or recovery and recording of any significant resources. In addition, the following conditions should be met:

- Right-of-way is dedicated to Fairfax County for the future connection between Route 29 and the Metro station;
- Transportation improvements, coordinated circulation and access are provided. These improvements may include the extension of Circle Woods Drive, except that Circle Woods Drive should not be extended through to Five Oaks Road or to the future connection between Route 29 and the Metro station, or in any way connected in a manner that would provide cut-through vehicular access to the Metro station.
- Pedestrian access to the Metro station area is a key feature of development of this land unit. This pedestrian access may include a connection with the W&OD/Fairfax City Connector Trail.

As an option, mixed use development may be appropriate provided there is full consolidation of Land Unit I and Land Unit C with the exception of East Blake Lane Park and Parcels 92, 93, and 95. Joint development of Land Unit C and Land Unit I will foster coordinated transportation improvements including the connection between Route 29 and the Metro station. See Land Unit I for Plan guidance for this mixed use option.

Land Unit I

This land unit includes the Fairlee subdivision, a residential neighborhood that is adjacent to the Metro station. It is approximately 30 acres in size and contains 65 single-family detached houses and a church. This land unit is planned for residential use at 1-2 dwelling units per acre. The following conditions should be met:

- Right-of-way is dedicated to Fairfax County for the future connection between Route 29 and the Metro station;
- Transportation improvements, coordinated circulation and access are provided.
- Pedestrian access to the Metro station area is a key feature of development of this land unit.

As an option, with full consolidation of Land Unit I, Parcels 48-1((1))91, 91A and 48-3((1))55 of Land Unit C, and the approximately 2.75 acres of WMATA property, that is immediately north of Land Units C and I and south of the Metro access road, transit-oriented mixed use may be appropriate at a minimum intensity of 1.05 FAR and up to a maximum intensity of 1.35 FAR, with no more than 2,300 residential units inclusive of affordable dwelling units. Should the 2.75 acres of WMATA property not develop as part of this option, the WMATA property remains planned for public facility use and the development potential for Land Units C and I is limited to 1.05 FAR. With any development proposal, pedestrian access to the Metro platform should be provided as shown in Figure 9.

Figure 9 is an illustrative development concept map that shows the general location of development organized around the four-lane road connecting Route 29 to the Metro station. This four-lane road should be developed with boulevard streetscape and sidewalk/trails on both sides of the road. In addition, the illustrative map identifies an area for park purposes and illustrates residential and non-residential uses organized around “Main Street” or “Town Center” concept, with ground floor retail, plazas and other pedestrian amenities. For the illustrative concept, low-rise residential uses are considered to be 3 to 4 stories, mid-rise residential are 4 to 6 stories and hi-rise uses are considered to be 6 stories and above.

Any development proposal should include residential, office, retail and service uses. Institutional, cultural, recreational, and/or governmental uses are encouraged. Development should be concentrated within the $\frac{1}{4}$ mile radius of the transit station platform in a manner that would achieve an effective intensity outside of the $\frac{1}{4}$ mile radius of no more than .6 FAR. Within the $\frac{1}{4}$ mile radius, buildings should range in height from 5 to 10 stories and outside the $\frac{1}{4}$ mile radius buildings should range in height from 3 to 6 stories. In addition, the following development conditions should be met:

- Retail uses intended to serve the neighborhood and community are provided. These may include bookstores, full-service restaurants, delis and other food services, boutiques, dry cleaners, health clubs, and day care. Retail and service uses should be incorporated into the design of the lower floors of non-residential and residential buildings along the “Main Street/Town Center area” and should have direct public access and display windows oriented towards pedestrian walkways, and where appropriate, vehicular drives and/or streets. The ground floor of residential structures may also allow for office along with retail uses. There should no free standing or drive-through retail uses.
- To ensure a mixed-use project, non-residential use should comprise approximately 10 percent to 15 percent of the planned development potential. It is important that the project components within the $\frac{1}{4}$ mile radius of the Metro station be phased to ensure concurrent development of both the residential and non-residential components. This phasing requires that the residential and non-residential components be developed at the same time or a substantial portion of the non-residential development should be in

place prior to the residential development.

- To create a transit-oriented development, housing should be developed as mid- and hi-rise structures, with the highest densities located closest to the station. In order to achieve this transit-oriented development, housing should be approximately 60 percent hi-rise, 30 percent mid-rise, and 10 percent low-rise and/or single family attached. Although it is intended that there be some flexibility in the mix, the total number of residential units should be no more than 2,300 units inclusive of affordable dwelling units. Development intensities should taper down from the Metro station towards Route 29 and towards existing residential neighborhoods. No residential development should be within 200 feet of the I-66 right-of-way.
- To develop under this option, affordable dwelling units that constitute at least 6.25 percent of the total number of units should be provided. These units should be dispersed throughout the development to the extent feasible.
- Any development proposal should create a town center or main street character. This can be accomplished by orienting office, residential and ground floor retail uses to plaza areas and by locating buildings close to roadways after allowing for streetscape amenities such as street trees, sidewalks, plazas, retail browse areas, street furniture and landscaping. To encourage Metro use, office buildings should be oriented both to the development and the Metro, and designed in a manner that will allow pedestrians access to the outdoor plaza area(s) and the associated retail. Buildings and streetscape should be designed in a manner that enhances the pedestrian circulation system and does not create barriers to pedestrian circulation.
- Building facades should establish a pedestrian scale relationship to the street with architectural features such as variations in window or building details, texture, pattern and color of materials. Public space furniture and entry accent features are encouraged as are arcades, awnings, or other building features that distinguish ground floor retail and office uses. The development should be high-quality in terms of site design, building design and materials.
- Most off-street parking should be located behind or beneath the buildings. In order to be transit and pedestrian friendly, parking structures should generally be internal to the site and not oriented towards the Vienna Metro Station. If not located beneath the buildings, parking structures should be integrated into the development through use of building facades, architectural features and landscaping with consideration of incorporating roof top gardens and similar features into the design.
- Substantial, usable open space should be an integral part of the residential development. In addition, a 50-foot buffer should be provided along the western property line adjacent to Circle Woods. To mitigate the impact of taller buildings planned close to the Metro station, a 75-foot buffer should be provided along the eastern property line adjacent to residential development in Hunter's Branch. In the buffer areas, mature trees and vegetation should be preserved or augmented as necessary to create a buffer area. Along the southern property line adjacent to Circle Woods, there should be either dedication to the Fairfax County Park Authority of land to East Blake Lane Park, or at a minimum, the provision of a 50-foot buffer.
- To mitigate the impacts of this development, the developer should dedicate to the Fairfax County Park Authority an active recreation park area consisting of at least 5 acres and facilities appropriate to a neighborhood/community park. Facilities may include a combination of athletic fields, multi-use courts, playgrounds and

community meeting space with support facilities, such as parking, water fountains, bleachers and restrooms. In addition, dedication of parkland to East Blake Lane Park is encouraged and may include less active facilities such as open play areas, benches, plazas, fountains, trails and special landscape features.

- The W&OD/City of Fairfax Connector trail should be maintained and access to the trail from adjoining residential neighborhoods should be provided.
- In order to facilitate efficient internal circulation and access to the Metro station as well as the community, development of a four-lane divided roadway connecting Route 29 and the Metro station, as shown in Figure 8, should be constructed with the first phase of development. This interconnecting roadway should develop as a boulevard with a landscaped median to provide safe refuge for pedestrian crossings. To further enhance pedestrian access to the Vienna Metro Station, sidewalks/trails should be provided on both sides of the roadway. Traffic calming measures should be provided to facilitate safe pedestrian crossings throughout the development.
- Transportation Demand Management programs should be provided that facilitate office work trips in non-single occupancy vehicle (non-SOV) of at least 25 percent.
- As consistent with County Policy, a detailed traffic impact analysis should be done to determine any additional impacts of the proposed development on the transportation system. This impact analysis should include roads, transit and pedestrian. Impacts should be mitigated and/or development should be phased to available capacity.
- A pedestrian circulation plan should be provided that directly connects the development to the Metro property and to the station's platform and provides pedestrian connections to Circle Woods and Hunters Branch. The development should have sidewalks on all streets and unrestricted pedestrian access, so that pedestrian circulation around and through the development would be enhanced and not impeded. The development should provide streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping to encourage pedestrian activity.
- In order to provide an opportunity for parking for Metro use, additional parking spaces may be included in the parking structures near the Metro station provided that access for any Metro parking is from Saintsbury Road.
- The developer should provide for adequate outfall and storm water management (SWM) that not only fully mitigates the impacts of this development, but also improves the existing conditions of Hatmark Branch, which may require that SWM facilities exceed the current minimum standards. SWM facilities should be located entirely outside of the Environmental Quality Corridor (EQC) and Resource Protection Areas (RPA). The quality of Hatmark Branch should be improved through stream restoration, which may include bed and bank stabilization, reforestation and the possible creation of wetlands.
- Noise attenuation measures should be provided in accordance with County policy.

NOTE: The Comprehensive Plan Map will not change.

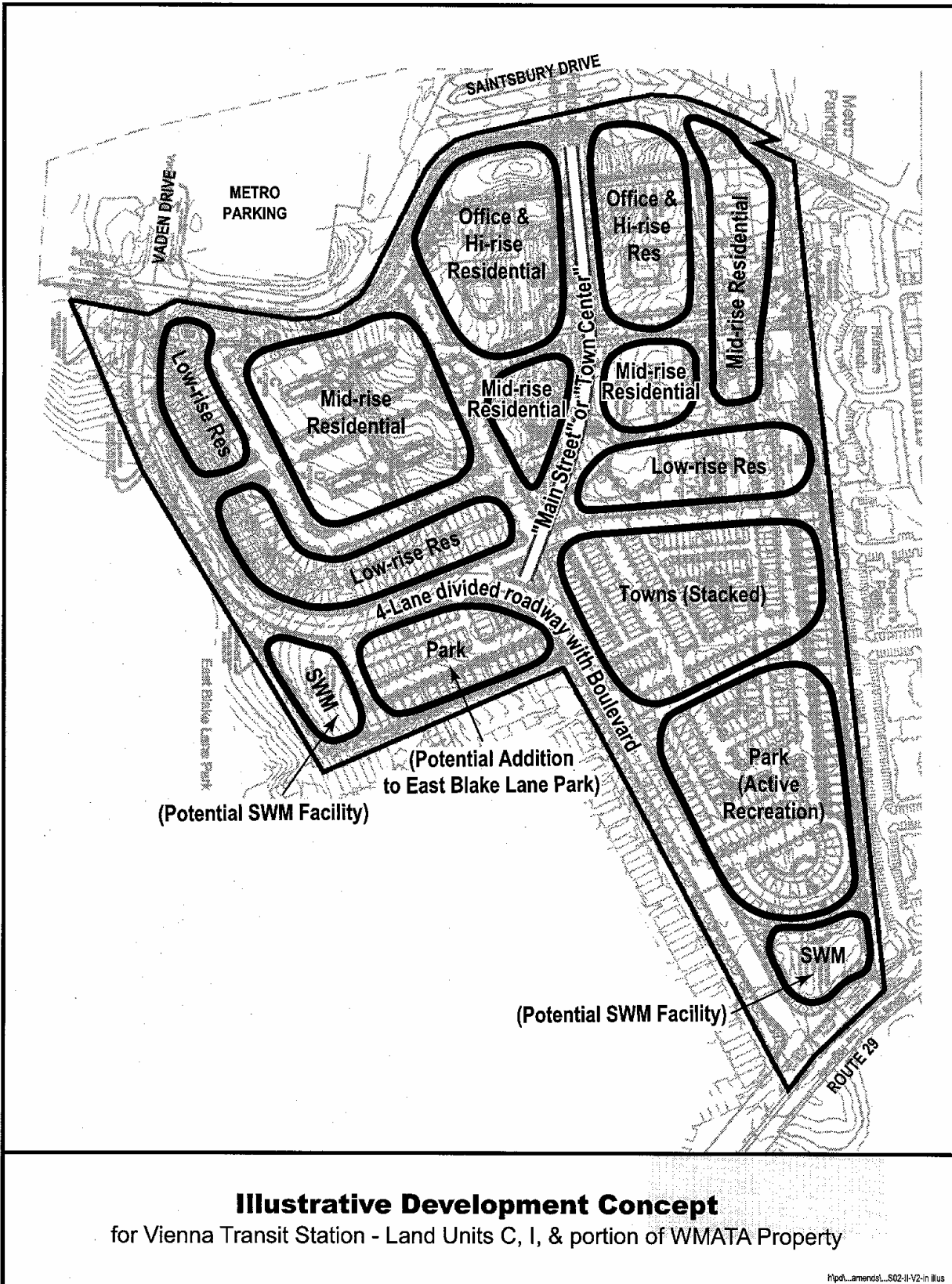


FIGURE 9

MODIFY:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Figure 7: Vienna Transit Station Area Boundary and Land Units, Page 16 to add asterisk and note as follows:

“For the south side of the Vienna Transit Station, see Land Unit I text for recommendations.”

MODIFY:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Figure 8: Vienna Transit Station Area Transportation Recommendations, Pages 19: Modify the note to read:

“Provide a four-lane divided road between Route 29 and the Metro station. See Plan text under Land Units C and I”.

MODIFY:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District: As a result of the insertion of a new Figure 9, renumber the existing figures and text references accordingly.

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ATTACHMENT I:

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District,
Vienna Transit Station Area, Pages 16, 18 – 23:

ADOPTED COMPREHENSIVE PLAN

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Pages 16, 18 – 23:

“Land Unit C

This land unit of approximately 35 acres is planned for residential development at 4-5 dwelling units per acre. Access to this land unit may be provided by an extension of Circle Woods Drive. In no event should Circle Woods Drive be extended through to Five Oaks Road, providing cut-through vehicular access to the Metro station itself. Pedestrian access to the Metro station area should be a key feature of development of this land unit. This pedestrian access may include a connection with the W&OD/Fairfax City Connector Trail. Any development of this land unit should include a 50-foot landscaped or natural vegetative buffer to the residential neighborhood to the east (Fairlee). Within the Vienna Transit Station Area, this land unit offers the highest potential for significant heritage resources. This area should be subject to a thorough heritage resource survey before development, with preservation or recovery and recording of any significant resources.

As an option, development of this tract at a density of 5-8 dwelling units per acre may be appropriate if this land unit is included as part of a consolidation that includes Parcels 48-1((1))91, 91A, 92, 93, 95, and 48-3((1))55, and the following conditions are met:

- Parcels 92, 93, and 95 are dedicated to the Fairfax County Park Authority for the expansion of East Blake Lane Park;
- Transportation improvements and coordinated circulation and access are provided; and
- Effective buffering is provided to the south and to the east if Fairlee has not redeveloped.

As a second option, development of this tract at a density of 12-16 dwelling units per acre may be appropriate if this land unit is included as part of a consolidation that includes all of Land Unit C (Tax Map 91, 91A, 92, 93, 95 and 48-3((1))55), and all of Land Unit I (the Fairlee subdivision). The following conditions must also be met:

Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing, if the Affordable Dwelling Unit ordinance is not applicable;

- Provision is made for coordinated circulation and access as shown on Figure 8;
- Development is pursuant to a plan that preserves to the extent possible the natural vegetation and environmental amenities of the site;
- Consolidation of the entire Fairlee subdivision (Land Unit I);
- Dedication of Parcels 92, 93 and 95 to the Fairfax County Park Authority to expand East Blake Lane Park; and

- Substantial, usable open space including a 50-foot buffer to adjacent development, in addition to the park dedication, is provided as an integrated part of the residential development.

Land Unit I

This land unit includes the Fairlee subdivision. This is a residential neighborhood that is adjacent to the Metro station. It is approximately 30 acres in size and contains 65 single-family detached houses and one institutional use. This land unit is planned for residential use at 1-2 dwelling units per acre. Redevelopment of this community may be appropriate under certain conditions specified below. In addition, consolidation of Fairlee (Land Unit I) with properties to the west (Land Unit C) may also be appropriate. Joint development of Land Unit C and Land Unit I will allow for coordinated transportation improvements including a connection between Route 29 and the Metro station.

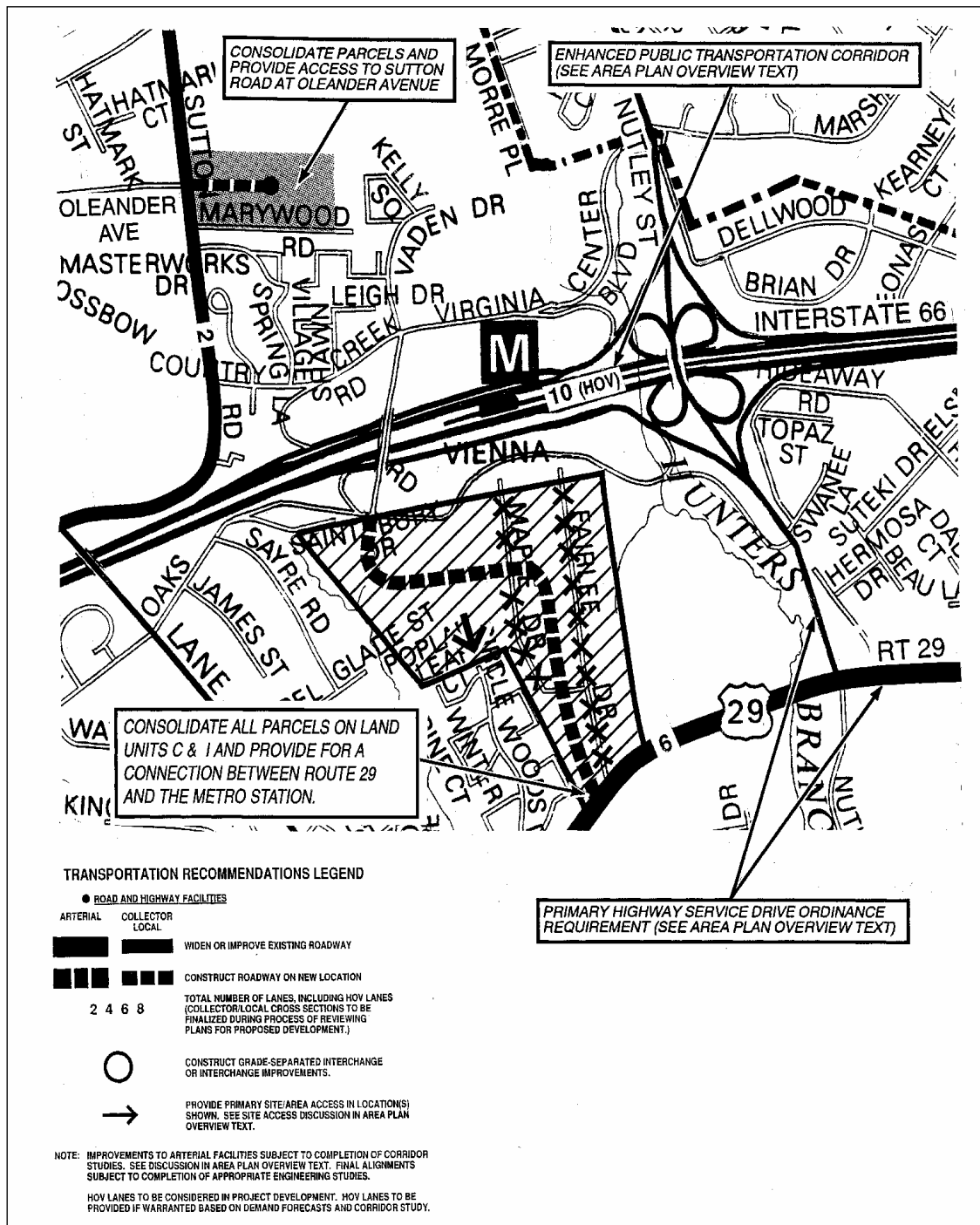
If consolidation of the properties within this land unit occurs in accordance with the Policy Plan and the adopted Guidelines for Neighborhood Redevelopment, redevelopment for residential use in the range of 5-8 dwelling units per acre may be appropriate.

As an option, if consolidation of the properties within this land unit occurs in accordance with the Policy Plan and the adopted Guidelines for Neighborhood Redevelopment, and there is consolidation with all of Land Unit C, redevelopment for residential use in the range of 16-20 dwelling units per acre may be appropriate, if the following conditions are met:

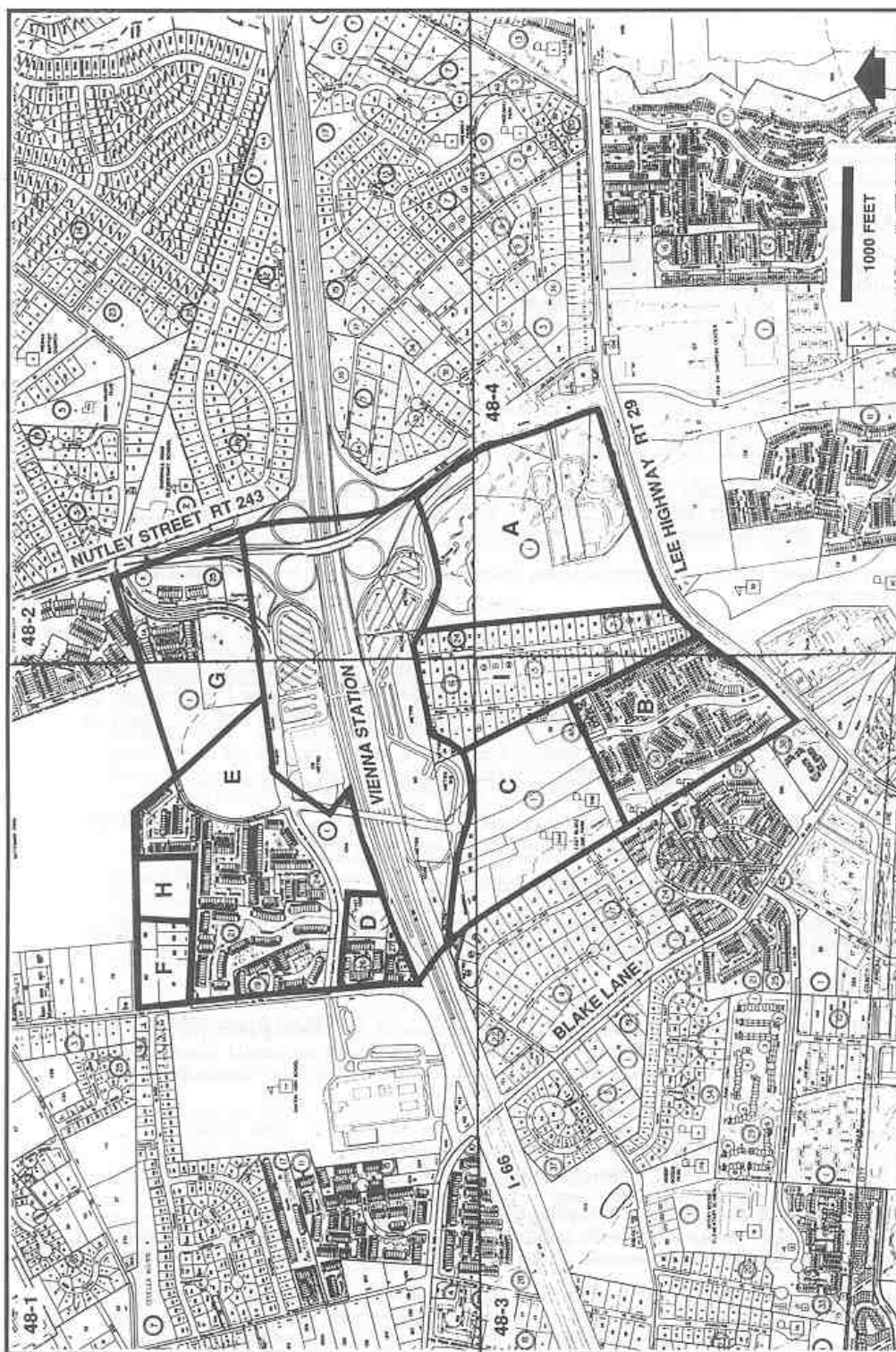
- Provision of coordinated circulation and access as shown in Figure 8, which includes a connection between Route 29 and the Metro station;
- Development intensities taper down from the Metro station towards Route 29 and the Circle Woods subdivision to protect existing residential areas. Development should not exceed 65 feet in height;
- Substantial usable open space is provided as part of the residential development;
- Substantial, usable open space including a 50-foot buffer to adjacent development, in addition to the park dedication in Land Unit C, is provided as an integrated part of the residential development;
- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing, if the Affordable Dwelling Unit ordinance is not applicable; and
- Development is pursuant to a plan that preserves the natural vegetation and environmental amenities of the site.

Although redevelopment is recommended as a possible development option for this area, the existing neighborhood should be protected. Disinvestment should be discouraged through vigorous enforcement of the Zoning Ordinance and all applicable building codes. Under no circumstances should any partial consolidation and redevelopment, to a density higher than 2 dwelling units per the acre, be considered appropriate.”

Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Figure 8: Vienna Transit Station Area, Page 19:



Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, Vienna Transit Station Area, Figure 7: Vienna Transit Station Area Boundary and Land Units, Page 16:



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ATTACHMENT II:

Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition – selected excerpts:

**SELECTED TEXT FROM THE POLICY PLAN, 2002 EDITION
FAIRFAX COUNTY COMPREHENSIVE PLAN**

Housing Section, as amended through 9/9/2002, Pages 3 - 4:

“Objective 1: The County should increase the supply of affordable housing units each year by an amount that is equal to at least 12 percent of the total housing production in the County for the previous year. These units should serve the full range of incomes of households needing affordable housing and should include units for the disabled and handicapped.

Policy a. In cases where additional intensities can be supported by existing or planned infrastructure and public facility systems, provide bonus densities in exchange for affordable housing. Affordable housing can be in the form of housing units, free land dedicated to the Fairfax County Redevelopment and Housing Authority, or in limited circumstances, cash contributions to the Housing Trust Fund.

Policy b. When considering development proposals, residential rezonings should not be approved above the low end of the Plan range unless an appropriate commitment of land, dwelling units, and/or a cash contribution to the Housing Trust Fund is provided. For further guidance, see the Criteria for Assignment of Appropriate Development Intensity included as a part of the Appendix to Countywide Land Use.

Policy d. Encourage affordable housing as a development option for infill sites, particularly in commercial areas and near employment concentrations.

“Objective 2: The County should encourage the provision of affordable housing (as defined in the Glossary) in all parts of the County.

Policy a. Expand housing opportunities in or near mixed-use Centers as a way of providing the opportunity for persons employed in the County to live near their jobs.

Policy b. Promote the development of multifamily housing in both mixed-use centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options. For additional guidance, refer to the Locational Guidelines for Multifamily Residential Development contained in the Appendix to Countywide Land Use.

Policy c. Promote affordable housing opportunities throughout the County, particularly in areas where existing supply is low.

...

Land Use Section, as amended through 9/9/2002, Pages 4-11:

Objective 4: The County should encourage a diverse housing stock with a mixture of types to enhance opportunities for County residents to live in proximity to their workplace and/or in proximity to mass transit.

- Policy a. Increase the availability of housing to provide a diversity of housing opportunities in proximity to concentrations of employment.

Objective 6: Fairfax County should have a land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency.

- Policy a. Link existing and future residential development with employment and services, emphasizing ridesharing, transit service and non-motorized access facilities.
- Policy b. Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

Objective 11: Redevelopment of existing residential neighborhoods should have as objectives increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems.

- Policy a. Ensure that redevelopment of residential neighborhoods for residential uses provides on-site, affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of all affordable units displaced, as well as meets the provisions of the County's Affordable Dwelling Unit Ordinance or Planning Criteria.

Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of County goals.

- Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas.
- Policy b: Limit development intensity to that which can be accommodated at acceptable levels of service with consideration of the cumulative, long-term impacts of development on the adequacy of public facilities and transportation systems.
- Policy c: Assign development intensity in the Tysons Corner Urban Center, cores and areas of redevelopment within Suburban Centers and Transit Station Areas based upon the ability to offset impact on public facilities and transportation systems and the long-term capacity of these systems.
- Policy d: Locate development intensity in a manner which assists in achieving appropriate community character.”
- Policy e: Place appropriately located mixed-use development at intensities that will enhance the production of affordable housing.

Objective 15: Fairfax County should promote the use of sound urban design principles to increase functional efficiency, unify related areas and

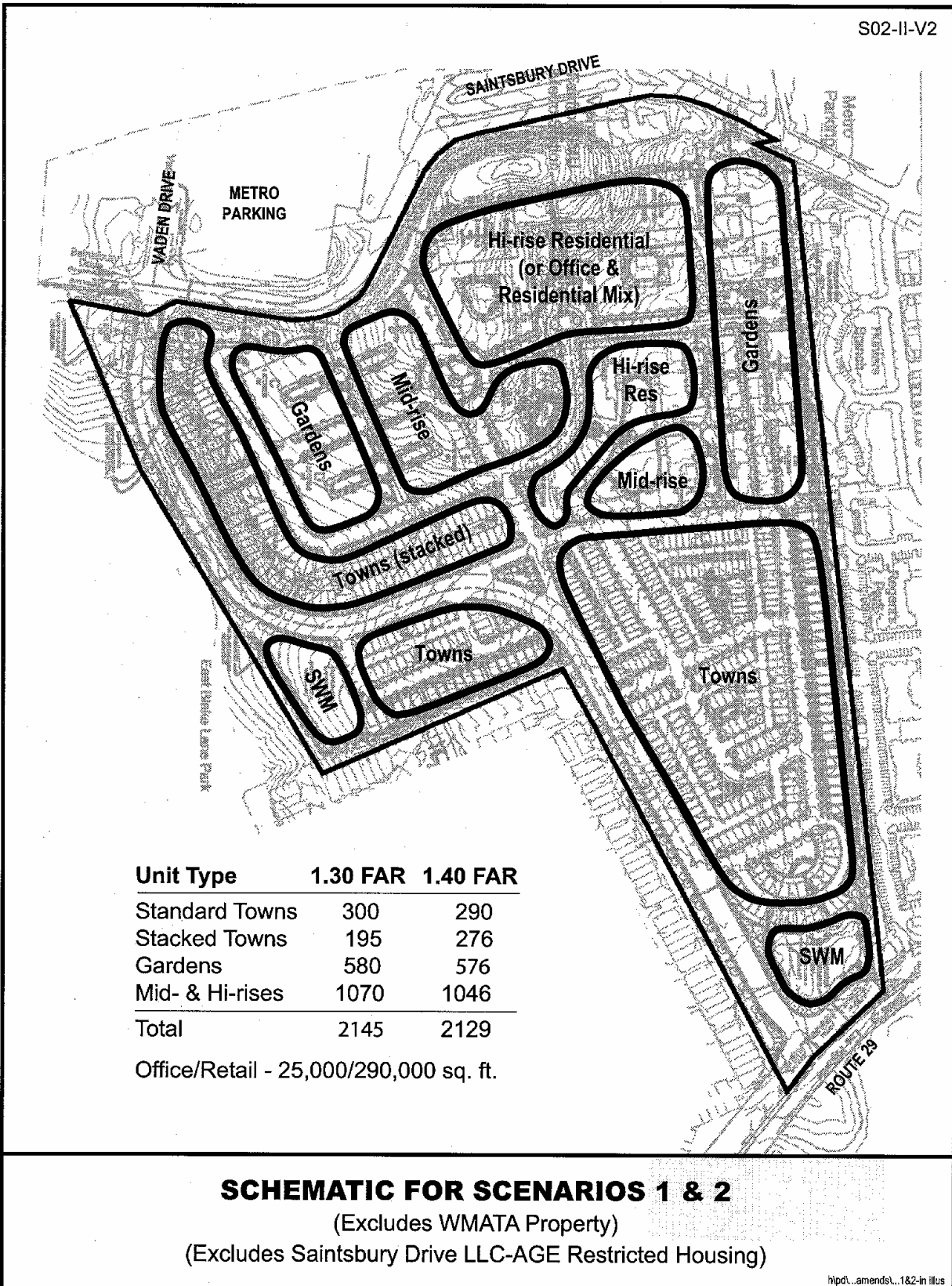
impart an appropriate character and appearance throughout the County.

- Policy a. Apply urban design principles in the planning and development process.
- Policy b. Incorporate appropriate urban design features in the design and construction of County facilities.
- Policy c. Recognize quality design in site planning and architecture through the Fairfax County Exceptional Design Awards program.
- Policy d. Encourage the use of art in public places to enhance both public and private development.”

ATTACHMENT III:

Schematic for Scenarios 1 and 2

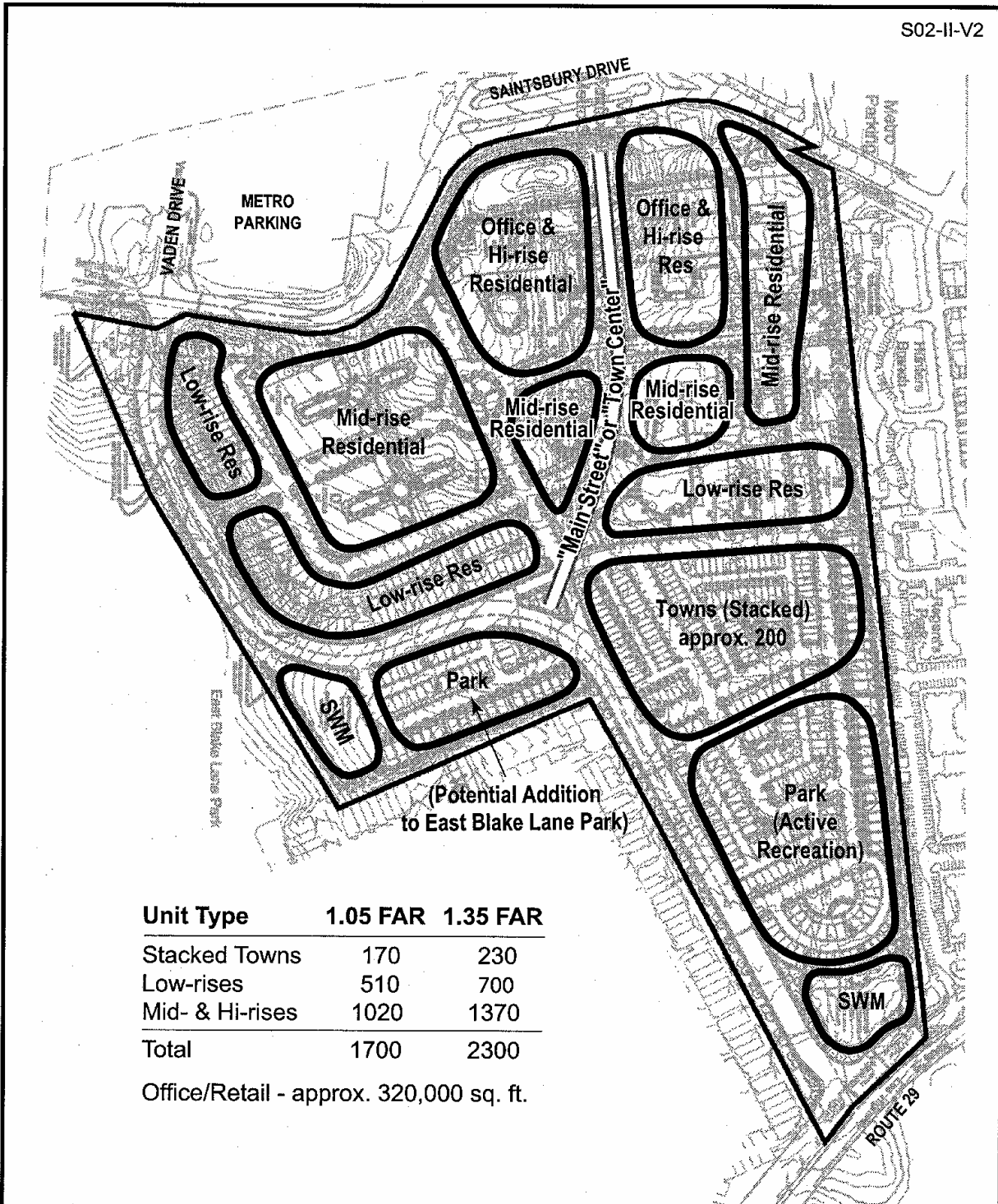
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ATTACHMENT IV:

Schematic for Scenarios 3 and 4

S02-II-V2



SCHEMATIC FOR SCENARIOS 3 & 4

(Assuming inclusion of WMATA Property)

(Excludes Saintsbury Drive LLC-AGE Restricted Housing)

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